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MRS. VILMA ISAACS.

CHARGE WITHDRAWN.

The further hearing against Mrs. Vilma Isaacs of a charge of incurring a debt of £334 17s by fraud with Debenham's Limited and also with obtaining several articles from the same firm with intent to defraud, was continued at the London Sessions.

Sir Archibald Bodkin, prosecutor, and Mrs. Isaacs was defended by Mr. Percival Clarke.

Sydney George Briggs, credit manager to Debenham's Ltd., said he went to Marconi House to see Mr. Godfrey Isaacs. "I asked him," he said, "if Mrs. Vilma Isaacs had been divorced from his son, and he said, 'Yes.' Mr. Isaacs did not tell him anything of the conditions of the divorce proceedings, so that when he laid the information he believed that she had been divorced and was no longer the wife of Mr. Godfrey Isaacs's son in the sense that she could pledge his name.

In reply to Sir A. Bodkin, witness said he had no knowledge of any divorce proceedings at all at the time.

After legal argument, the charge of obtaining goods by false pretences was withdrawn.

DEFENDANT'S EVIDENCE.

Defendant then went into the witness-box. She said that after her marriage with Marcel Godfrey Isaacs she at first received no allowance, then she got £3 a week, and afterwards £5 a week. The allowance came from Mr. Godfrey Isaacs. Within a few months of the marriage her husband joined the Service. Her mother had dealt with Debenham for years. Witness said she had been on very bad terms with the Isaacs family, and she had a feeling of resentment towards her husband. "I had done everything for him," she said. "I had sold and pawned everything for him. I had no intention to defraud Debenham's. If my husband had not paid I was going to pay."

Mr. Clarke: Mr. Cox, who was co-respondent in the case, had he made any proposal to marry you?—Yes, he will marry me as soon as I am free.

It is said you did not defend the divorce proceedings. What was the reason?—It was the only way. I thought it was the only way of getting rid of the Isaacs family.

There was no question of your applying for alimony?—My husband told me he was going to give me £30 a week, and I could not do very much on that.

Mrs. Isaacs said, following her arrest, she spent ten days in a cell at Holloway Jail before bail was allowed her. From first to last she had never had in her mind any intention to defraud or use false pretence.

Cross-examined by Sir Archibald Bodkin (who was assisted in the prosecution by Mr. J. D. Cassels), she admitted that she left her husband to pay out of spite. "I thought it was about time he did something for me," she added.

Sir Archibald: Of course you did! You were just off to America with Cox?—I had been going for months.

"A DECENT TROUSSEAU."

You wanted a decent trousseau for the marriage? This was a trousseau?—I suppose so.

You wanted your husband to pay for the trousseau for Mr. Cox—that your husband should be made to pay for the trousseau when you were married to Mr. Cox?—Yes, if you like to put it that way. I wanted my husband to pay. I did not mind what it was for.

Would you tell me where Messrs. Debenham's came in under that nice little scheme?—I have always dealt with them. I thought they would be paid, and if my husband did not pay I should have done so. I wanted to give my husband a chance to pay.

Mrs. Isaacs further said on the night before her arrest she arrived in London from Folkestone, and after booking a room at Charing-cross Hotel she and Cox, who accompanied her, stayed as the guests of her mother at Rodney Court. When taken into custody she had a passport in her own name of Mrs. Isaacs, but there was another passport made out for "Mr. and Mrs. Cox" and there was some talk of her going to America on a troopship. She, however, did not definitely know how she was to travel. Some of the articles she obtained she gave as presents to her own mother and to her prospective mother-in-law.

Sir Archibald Bodkin, addressing the jury, commented on the suggestion that Cox stood by while Mrs. Isaacs ordered goods in her husband's name. Counsel urged that the defendant's story of matrimonial unhappiness was one merely introduced to awaken sympathy.

"THE LYNCHING OF PUBLIC OPINION."

HER WAR SERVICE OVER.

A FINE RECORD.

Those of us who during the war grounded under the press censorship, may perhaps take heart of grace, when we compare our lot with that of the United States, as pictured by Mr. G. Rodwell Brown in an article in the June North American Review, which he plaintively entitled "The Lynching of Public Opinion." We in this country had our Press Bureau, which was often silly, often obstructive, often unimaginative, but the American system of official press agents seems to have been even sillier, more obstructive, more unimaginative, more damaging to the public mind. Public opinion was deliberately lynched, says Mr. Brown, by an omnipotent military and political censorship, designed not merely to prevent military information from reaching the enemy, but to prevent information of value to the American people from reaching the American public.

This censorship kept from the American people, at a critical time, the failures made by those same incompetent officials who enforced the censorship, which protected them. During the war period the public was treated as an infant. It was supposed, for example, after the armistice had been signed, and the war was over, that the American people could not stand the truth about our battle casualties, which were shockingly unimpressive; and so Washington gave out that the total losses would not exceed 100,000, at a time when it was well known that they would go above 250,000.

This is the system, of which the cornerstone is distorted news, which best professional newsmen, men of a noble and highly responsible calling, to the will of incompetent or headstrong officials. It was this system which led people to accept as an historical fact the absurd story of a marvelous sea battle which was never fought and made possible the Liberty Motor hoax.

And the writer adds, in a climax of indignation:—

The situation became so bad in Washington, especially during the war period, that every little minor official had a press agent of his own, to serve his own selfish ends and enhance his own prestige. In some departments responsible officials were prohibited from making public any information, even of a routine and trivial character, except through the medium of the press agent. Thus the distribution of news—the property of the people—was controlled by the few, and information, to which the taxpayers were entitled, because they were paying for the upkeep of the Government agencies, which were creating it by their official acts, was coloured and distorted at its source of origin. Even press associations "handed" this official stuff and would send out to the country over their own wires, to their clients, official agents' statements so used as to indicate their own responsibility for the "news" contained therein.

Mr. Percival Clarke, for the defence, referred to Mr. Cox as an officer in the Air Force, and asked the jury to say that while his client had acted stupidly she had not committed a crime. He contended that she had only used the name she was entitled to use, and if her husband had not met the bill she would have done so.

After deliberating in private for an hour and ten minutes the jury found the defendant guilty of incurring a debt by fraud other than by false pretences.

"My God!" exclaimed the defendant, who Mr. Clarke pointed out, was licensed against her husband, and had already suffered the dreadful punishment of ten days' imprisonment.

Mr. Lawrie said the jury arrived at the only possible verdict. She was probably actuated by an intention to revenge herself on her husband, and she was absolutely careless so long as she did this. He would not punish her for being vindictive or for being dishonest in the ordinary sense, and therefore he would deal with her leniently by binding her over on probation for two years and ordering her to pay £50 towards the costs of the prosecution.

Sir Richard Muir, for Mr. Marcel Isaacs, emphasised the fact that he had nothing to do with the inception or the conduct of the prosecution.

THE OLYMPIC.

HER WAR SERVICE OVER.

A FINE RECORD.

The famous White Star steamer "Olympic" (Captain Bertram P. Hayes, C.M.G., D.S.O.) arrived in the Mersey on July 21 from Halifax with numerous passengers, including Mr. Clement Shorter, who has been on an extended tour throughout the United States, and entered the Gladstone Dock on the morning tide.

The "Olympic's" war career is now over, and the largest British steamer (her gross register is 45,350 tons) will shortly return to Queen's Island, Belfast, to be reconditioned by the builders, Messrs. Harland and Wolff—a task of considerable magnitude—ere once again taking her place in the White Star Line's mail and passenger service between Southampton, Cherbourg, and New York. When the time arrives for the world war to be viewed in true perspective the deeds of the British Mercantile Marine will not fail to receive justice at the hands of future historians, just as in this twentieth century we remember with pride and gratitude the noble part played by her merchant vessels in repelling the attack of the great Armada, perhaps the only national danger comparable to that from which at great cost this country has triumphantly emerged. And right throughout the grim struggle so happily ended the mighty "Olympic" did not belie her name. The commencement of the war saw her outward bound for New York, into which port she was safely escorted by a British cruiser, a debt that was amply repaid to the senior a few months later when the "Olympic" rescued the crew of H.M.S. "Audacious" under well-known circumstances in so gallant a manner as to elicit Admiral Jellicoe's warm commendation. Prior to that the great White Star Steamer had continued her peaceful role of carrying back to home and safety some 5,000 Americans, but now, after lying at Belfast for a few months, she emerged as a commissioned transport, and made four voyages to the Mediterranean, transporting 26,000 troops to Mudros, during which period another rescue was placed to her credit, this time the crew of a French vessel sunk by an Austrian submarine, for which service Captain Hayes received the thanks of the French Government with a gold medal. After a brief overhaul at Belfast early in 1917, the "Olympic" was commissioned under the White Ensign, and proved of inestimable value in conveying American and Canadian troops and Chinese labour battalions to Europe, and repatriating Canadian wounded and sick. Her drastic treatment, of the Hun submarine calls for no further comment, but a passing reference may be made to the fact that during her war career this historic ship steamed nearly 200,000 miles, consumed 350,000 tons of coal, carried over 200,000 persons, and since the armistice has taken 40,000 victorious Canadians and Americans back to their homeland. The name of Captain Bertram Fox Hayes, the "Olympic's" distinguished commander, will ever be associated with the deeds of the mighty steamer, his awards include the C.M.G. and D.S.O., whilst Captain J. Thompson, the assistant commander, has received the O.B.E., a like honour being conferred on Chief Engineer Ferguson. Nor should it be overlooked that Captain Herbert James Haddock, who was in command during the early stages of the war, had the signal distinction of being appointed an A.D.C. to H.M. the King for his feat in rescuing the crew of the "Audacious." It may be hoped that in the days to come the "Olympic's" career on her peaceful voyaging of the Atlantic in the White Star Line's mail service will equal in honour her deeds in the days of trial. No fairer future could be desired.

SHIP'S OFFICER'S STRANGE BEHAVIOUR.

The Straits Times of August 27 reports:—

The police have received information that soon after the "Linan" from Hongkong, had entered port this morning, the second officer of the vessel—his name is withheld for the present—behaved in an extraordinary manner, becoming violent in his conduct, and making attacks on the Master and one or two of the other officers of the ship. On information received, Inspector Joyce boarded the steamer and, later on, with the permission of the Chief Police Officer, he received the assistance of two other inspectors and brought the officer ashore to be produced, before one of the magistrates.

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THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on

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USEFUL HOUSEHOLD FURNITURE, CARPETS, GLASS, PLATED WARE, &c., &c.

At follows:—
Large Chesterfield Sofa, Arm-chairs (new), Folding Card and Occasional Tables, Upholstered Suite, Teakwood Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Wagon, Extension Dining Tables and Chairs, &c., Dinner Services, Cookery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware,
Electric Reading Lamps, Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, &c., Side Tables, Chairs, Cabinets, Pictures, &c., Several Carpets new and second-hand, Curtains, &c.

Also
Two Pianos.
(Full Particulars from Catalogue).
Terms:—Cash.
HUGHES & HOUGH,
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Hongkong, September 3, 1919.

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A LARGE ASSORTMENT OF
USEFUL HOUSEHOLD LINENS,
DRAWN WORK, & EMBROIDERIES,
Comprising:—
HOUSEHOLD LINENS:—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.
DRAWN WORK:—Bedspreads, Pillow Cases, Tray Cloths, &c., &c.
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Also
A few lots of Suit Cases and
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(All new goods and small lots to suit purchasers).
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Electric light.
Complete with two sets of sails, Dinghy and all accessories.
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ALL PERSONS with the exception of those of Chinese race desiring to leave the Colony for places other than Canton, West River or Macao should apply in person for permission to do so at the PASS OFFICE, East Office Building between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.
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Messrs. CROSSE & BLACKWELL much regret that for the first time for a hundred years war conditions prevent many of their products being shipped to Hongkong and China. They much appreciate the letters they are receiving, and in reply would state that it is fully recognised here that under the circumstances of life in China the absence of English delicacies and foods is a very real hardship.

Messrs. CROSSE & BLACKWELL will take care that not a day shall be lost in forwarding supplies when a return to more normal conditions permits. In the meantime they trust that those who have been accustomed to rely on their products will be good enough to accept this explanation.

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ANOTHER GREAT PEACE.

Some interesting facts with regard to the Great Peace events of 1897 are recalled by the *British Weekly*. "There has been no such occasion since the Peace of Ryswick, in September, 1697, established the Protestant monarchy under William III. Mowbray tells us that William III. messenger, Prior, after weathering an equinoctial gale, landed on the coast of Suffolk, on the third day after the signing of the Treaty. "Whispers had gone abroad, and speculators in the City hastened to make a profitable use of the secret. Prior, on arriving with the Treaty, presented himself before the Lord's Justices at Whitehall. Instantly a flag was hoisted on the Abbey, another on St. Martin's Church. The Tower guns proclaimed the glad tidings. Spikes and towers from Greenwich to Chelsea made answer. "It was not one of the days, Mowbray tells us, on which the newspapers ordinarily appeared; but extraordinary numbers, with headlines in large capitals, were for the first time, criss-crossed the streets. In a few hours triumphal arches began to arise in some places, while huge bonfires were blazing in others. A hundred and forty barrels of pitch rolled before the Dutch Ambassador's house in St. James's Square. "Evening papers with the headline 'Peace Signed' were bought in Whitehall in 1010 within an hour of the actual signature. Mr. Lloyd George's autograph message reached His Majesty by aeroplane before dinner. "Though King William III. was a foreigner and none too popular, he was welcomed with passionate enthusiasm after the Peace of Ryswick. London knew that his genius had beaten down the tyranny of Louis XIV."

REVOLT OF THE ITALIAN CONSUMER.

Serious riots are taking place in Italy as the result of high prices. "The authorities have now carried out, or are carrying out, the first part of their duty to the people, who have been squeezed by profiteers, by imposing a notable reduction in prices," says the *Times* Rome correspondent. "It remains to be seen what effect this will have on the supply of foodstuffs and other necessities. When people have been coining money for a long period and making immense profits they are naturally very loath to return to a reasonable level again. "Commenting on the situation, the *Tempo* writes:— "The Italian people, which for five years has suffered in patience every privation and pang, has pronounced its formidable 'Enough!' Enough of the blind and deaf policy of supply and distribution which imports little and distributes wretchedly; enough of all acquiescence and complicity of Government offices with greedy private interests, which accumulate their ill-gotten fortunes upon the sufferings of the community; enough of palliatives which simply make a fool of the public."

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MINING ENGINEER'S
CLAIM FOR WAGES.

AN INTERESTING CASE.

At the Summary Court, yesterday afternoon, before Mr. Justice McEwen, an interesting case was heard in which Mr. B. C. Byrd, mining engineer, claimed from Mr. Ralph W. Weymouth, the sum of \$388.25 for wages due for the months of June and July, 1919, and also for costs of the action.

Mr. J. H. Gardiner, appearing for plaintiff, stated that his client's salary was \$350 a month, and the claim was for that sum less \$161.75, cash drawn by him from Mr. Byrd, who came to Hongkong last year, came into contact with Mr. Weymouth, who carried on business as Ralph Weymouth & Co., metal merchants. As Mr. Weymouth intended leaving for America he arranged with Mr. Byrd to join his firm as assistant manager at a salary of \$325. Mr. Weymouth left the Colony some time in November, and Mr. Byrd was given a full power of attorney to run the business and control its affairs. Mr. Weymouth also left a power of attorney with Father Robert and a Mr. Sadick, an assistant to Sir Paul Chater. Before going away Mr. Weymouth intimated that he had made arrangements for the financial part of the business. He left nothing, however, which plaintiff could handle to pay his own salary or that of the large staff of employees. At the end of February there was no money with which to pay the staff, and Mr. Byrd wrote to Father Robert, but received no reply. He waited a week and then saw Sir Paul Chater, and subsequently there was a meeting between Sir Paul Chater, Father Robert and plaintiff in Sir Paul Chater's office. Matters were discussed at some length, and plaintiff informed them that he intended closing the business as there was no money to pay salaries. It was then arranged that plaintiff should make a list of the salaries due, and when this was submitted Mr. Robert sent a cheque. At that meeting plaintiff indicated to the two gentlemen that his salary of \$325 was insufficient for him to carry on with a married man and proposed that it should be increased by \$25. Nothing was said at the time to indicate agreement or disagreement. The plaintiff then saw Mr. Sadick about the matter, as he felt justified in asking for another \$25 and including it in the list he submitted to Father Robert. A list was also sent to Mr. Weymouth in New York, showing the additional \$25, and a letter of acknowledgment was sent. Plaintiff carried on the business successfully, a handsome profit was made during the time of his management, and letters were submitted to Father Robert until the return of Mr. Weymouth some time in May. Towards the end of June Mr. Weymouth informed plaintiff that he no longer required his services. When Mr. Byrd asked for his salary at the end of June for that month and July Mr. Weymouth replied that he was ready to pay the money less the \$25 extra which had been drawn for five months. The plaintiff refused to agree to the deduction, and, as no salary was forthcoming, he (Mr. Gardiner) wrote to Mr. Weymouth but received no reply. Mr. Gardiner added: Mr. Weymouth left us without a cent. He may have a million dollars in the bank, although we don't think so.

Mr. Weymouth: I will show that Mr. Byrd was given a power of attorney and drew money from my private account at the Bank. If Mr. Byrd went to Father Robert or Sir Paul Chater it has nothing to do with the case. Mr. Byrd says I have not paid him his salary, let him say so. I shall say what I have to say. The two gentlemen mentioned are not connected with my business, whether I have obtained money from them at any time, or the Bank, or have been helped by any Tom, Dick or Harry is nothing to do with the case. That Mr. Byrd got the money from my account in the Bank is sufficient.

His Honour remarked that Mr. Gardiner stated that his client had come to certain people for relief. Whether he went there with Mr. Weymouth's authority or not he (His Honour) did not know.

Mr. Gardiner: Mr. Weymouth will have every opportunity of clearing himself, either when he goes into the witness-box or when he cross-examines my client.

Mr. Weymouth replied that his only object was to prevent the names of persons not connected with the affair from being introduced. He was willing to pay the plaintiff, less the \$25 for five months.

Mr. Gardiner stated that he could not accept that.

Mr. Weymouth stated that plaintiff admitted he had been paid every month, except June and July. He added: Why bring in my financial relations?

Mr. Gardiner: Why come into Court then?

His Honour: I will make a note of your objection.

Mr. Byrd corroborated the statement of his solicitor.

Cross-examined by Mr. Weymouth, witness stated that he had drawn his salary up to May. He received that money by signing a cheque and drawing against Mr. Weymouth's account in the Bank.

He, however, received his February salary a week later than the due date. He denied that the books showed that he received his salary on February 28.

Mr. Weymouth: The books show that you drew \$100 over? Did you enter that in the books?—Witness: Yes.

Did you use the money for my business?—No.

Then you overdraw it?—It was in the middle of December and I thought I was entitled to half a month's salary and I took it.

I want to know whose authority you had to use the money for your personal use?—I had the full power of attorney to do it. It is usual.

Supposing the Chinese staff overdraw, would it be right?—They have overdrawn several times. It is a usual thing. I have done it with other employees.

But the Chinese staff paid it back. Did you pay it back?

Mr. Gardiner: We are paying it back now. We want you to take out what we owe you and give us the rest.

Mr. Weymouth: Did I ever give you authority to raise your salary from \$325 to \$350?—Witness: No.

Did you inform me about it?—You got my report. You approved of it personally when you came back.

Mr. Weymouth: I will rebut that statement. Do you claim that any other person, except yourself, to whom I had given a power of attorney, gave you power to raise your salary?—No.

You did it purely on your own power of attorney?—Primarily, yes. I went to people to whom you had given a power of attorney and told them. They are the people you recommended me to go to in time of trouble.

Were you ever paid your salary in any other way than by a cheque against my account?—No, but if it was not for me I would not have got it as far as you were concerned. I had to go to headquarters to obtain the money. It is universally known that you have no money. We all know who turned over the money to pay the men.

No money was advanced by Sir Paul Chater to my office?—I don't know what you call it.

Mr. Gardiner: It is rather suggested that you did a criminal act in over-drawing on account. Plaintiff: It seems so; if I had known it I would not have done it.

Mr. Weymouth went into the witness-box and stated that when he went away he gave the business into the charge of Mr. Byrd with a full power of attorney. He left sufficient funds in the bank and monies due to the office from various sources for the plaintiff to meet the necessary expenditure. The books showed that plaintiff was paid his salary every month in full; that on December 10, after taking his salary, plaintiff drew another \$160; and on January 14 he drew \$175. On January 31 he overdraw \$25, and subsequently, until witness' return in May, plaintiff drew \$25 extra each month. The total amount of the over-draw was \$285.75. When plaintiff was discharged witness offered to pay him his salary up to the end of July—that was a month and a half's salary after he left the office. His salary was \$650 for the two months, less overdraws amounting to \$285.75, and therefore the sum came to \$364.25, which he was willing to pay. He told a shroff to give Mr. Byrd the money, but Mr. Byrd refused to take it. He got four witnesses to witness the refusal.

Mr. Gardiner: There seems to have been no sign of the money.

Mr. Weymouth: Were you there, Mr. Gardiner?

Mr. Gardiner: You will see. You had no legal tender. Did you place the money on the table?

Mr. Weymouth: I asked my shroff to give the money. I tendered it to him.

Mr. Gardiner: But that is not a legal tender.

Mr. Weymouth: I believe I had a right as an employer to discharge him without giving notice for several reasons, but did not take advantage of them and proposed to pay him up to the end of July.

Mr. Gardiner: Generosity itself! Cross-examined, witness

Father Robert had a power of attorney and could do as he pleased.

Mr. Weymouth then said that he had seen Sir Paul Chater and Father Robert, and they denied agreeing to raise plaintiff's salary. Mr. Sadick had no power. Plaintiff had raised his salary because he had the power of attorney. Giving a person a power of attorney did not allow him to misuse his trust for his personal use. Plaintiff had committed a breach of trust. To bring in things about other people was more or less a slanderous thing. He did not see the reason why an employer should be brought to Court and lose valuable time in a case of this sort.

Mr. Gardiner: suggested that Father Robert should be brought to Court to prove that he did not agree to the raising of the salary.

His Honour: I find that the defendant evidently gave Father Robert full power of attorney and that Father Robert sanctioned the payment of \$350. It is admitted that he paid a cheque every month for the salaries on the list submitted by the plaintiff. I am afraid defendant has to pay on that power of attorney. Judgment for plaintiff with costs.

RESIGNATION OF MR.
REINSCH.PROTEST AGAINST
TREATMENT OF CHINA.

A Peking telegram to the *Mainichi* says that on the 18th instant Dr. Reinsch, the American Minister to China, wired his resignation to his home Government. The message states on the authority of a certain foreigner that the step was taken by the American Minister as a result of his dissatisfaction with the China policy of the Washington Government. The expectation, the message proceeds, is that his resignation will be accepted.

TO-DAY'S
ADVERTISEMENT.NOTICE TO CONSIGNEES.
TOTO KISEN KAISHA.

"KOREA MARU."

STEAMER ARRIVED FROM
SAN FRANCISCO, HONOLULU,
JAPAN PORTS, Friday
September 5.

Consignees of cargo are hereby notified to present their bills of lading for counter-signature, and take immediate delivery from alongside steamer or the Company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after September 11.

All broken, chafed and damaged packages will be loaded into the Company's godown, where same will be examined on Monday, September 15, at 10 a.m.

No claims will be recognized after the goods have left the steamer or godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

T. DAIGO,
Manager.

Hongkong, September 6, 1919.

TO-DAY'S NEW ADVERTISEMENTS.

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

The M/S "KONG NING" (Captain WILKS), will leave the Young Tai Hing Wharf (Connaught Road West) at 5 p.m., on 6th inst. for WUCHOW via West River Ports.

This Vessel has excellent European accommodation for First Class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.

An excellent table is provided. Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to
BANKER & CO.,
1st Floor Hotel Mansions.
or Messrs. THOMAS COOK & SONS,
Passenger Agents.

TO-NIGHT

TO-NIGHT !!

"THE GLOBE TROTTERS"

PRESENT A FAREWELL "POT POURRI"

PROGRAMME AT THE VICTORIA THEATRE.

DON'T MISS THIS LAST OPPORTUNITY

OF SEEING THIS VERSATILE TROUPE.

PRICES: \$2, \$1 & 50 cents.

BOOKING AT ANDERSON'S.

IS IT ENOUGH?

THE HIGH COST OF LIVING
Reduces the Value of Your Insurance.

BY
We Supply the Other Half.

THE SUN LIFE ASSURANCE CO. OF CANADA.

F. M. WELLES,
Manager.
Powell's Building,
12, Des Voeux Road, Central,
Hongkong.

THE ANNOUNCEMENT THAT YOU WERE
WAITING FOR.

THE THIRD AND FOURTH EPISODES

"THE LIGHTNING RAIDER"

WILL BE SCREENED AT THE

VICTORIA THEATRE

TO-MORROW (SUNDAY) NIGHT

THE STRING BAND FROM THE "VENEZUELA" WILL BE IN ATTENDANCE, AND A CAPITAL ENJOYMENT YOU COULD NOT GET ANYWHERE DON'T FAIL TO COME TO THE VICTORIA TO-MORROW NIGHT. THERE IS ALSO A BIG SELECTION OF THE LATEST WORLD HAPPENINGS.

TO-DAY'S
ADVERTISEMENT.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "WEST KASSON,"
From SAN FRANCISCO,
KOBE and SHANGHAI.

THE above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godown, where they will be examined on September 11, at 10 a.m., and September 12, at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the godown, and all goods remaining undelivered after September 13, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP CO.,
J. ORAM SHEPPARD,
Acting Agent.
Hongkong, September 6, 1919.

TO-DAY'S
ADVERTISEMENTS.

MUSIC LESSONS.

PROF. DANENBERG will resume his Piano Lessons this month.
Hongkong, September 6, 1919.

AVISO.

ASSOCIACAO PORTUGUESA DE
SOCORROS MUTUOS.
ESCOLA DE PORTUGUES.

Previne-se os interessados que as aulas desta Escola comecaram a funcionar desde Segunda-feira, 8 do corrente, nos legares de costume. Para outras informacoes, e aquisicao de Livros dirigis ao Professor, Revmo. Rm. P. Benjamin da Silva, Hongkong, 5 do Setembro de 1919.
O Secretario,
VICENTE P. SOARES.

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Samples reported on and valued free of charge. Market Reports issued.

We handle—Metallic Brushes, Lead Follow, Oil and Oil Seal, Castin, Lignum, Pearls, Rice and Rice Bran, Eggs and Egg Products.

INDEBTEDS carefully attended.
Expert Buyers in all departments.
Our representative WILL BE IN HONGKONG about October 1st.
Letters addressed "H. E. R. Eastern" Co the office of this paper will reach him.

G. R.

PUBLIC AUCTIONS.

THE Undersigned have received instructions from THE REGISTRAR SUPREME COURT, to sell by Public Auction,

on
MONDAY,

September 8, 1919, at 12 noon, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
The whole of the Valuable Stock in trade of the

"Victoria Motor Car Co."
145 and 147 Des Voeux Road, Central, consisting of—

Six Motor Cars
Spare parts, accessories, Repair tools, etc., etc.
(to be sold in one lot).

Terms—Cash.
HUGHES & HOUGH
Auctioneers.
Hongkong, September 6, 1919.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED),

on
WEDNESDAY,

September 10, 1919, at 12 noon, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
The Motor Boat "Dixie On"

Teakwood Hull, coppered below waterline, built 1912.

Length 30 feet
Beam 12 feet
Draught 3 feet 6 inches
15-20 H.P. Perio Auto Marine Motor complete with navigating lights, anchors, etc.

Saloon, Lavatory and Pantry. In good running order.
Inspecting orders, and further particulars may be had from the undersigned.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, September 6, 1919.

(For Account of the Concerned),
on
WEDNESDAY,

September 10, 1919, at 2.30 p.m., The Hongkong & Kowloon Wharf & Godown Company's Premises, Kowloon-Godown E. & G.

Mild round steel bars.

50 tons 1 1/8" x 4"
75 " 1 1/8" x 4"
75 " 7/8" x 4"
75 " 1 1/8" x 4"
50 " 3/8" x 4"
80 " 1 3/8" x 4"

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, September 6, 1919.

NOTICES.

BY APPOINTMENT TO H. M. THE KING.

LINCOLN & BENNETT'S

CELEBRATED

HAND MADE

HATS

FOR GENTLEMEN.

WE HAVE JUST

RECEIVED THE NEW

SEASON'S STYLES IN

SOFT FELTS

AND TERAIS.

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NEW COLUMBIA
RECORDS.

A 5944 {EVERY LITTLE WHILE ... Fox trot
{IT'S NOT YOUR NATIONALITY ... "
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{SMILE & SHOW YOUR DIMPLE ... "
A 6008 {CHIN CHIN CHINAMAN ... Fox trot
{DOING HIS BIT FOR THE GIRLS ... One step

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We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

MOTOR CAR STORAGE

Repairs of all descriptions under European supervision.
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Burgundy Reserve per case 1 doz. Quarts duty paid \$20.
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SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.MARSEILLES & LONDON.
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hong-kong about	Due Marseilles about	Due London about
"NAGOYA"	10th September	15th October	24th October
"KHIWA"	23rd October	25th November	4th December

BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leave Hong-kong about	Due Bombay about
"DUNERA"	7th Sept. at 4 p.m.	28th September

CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leave Hong-kong about	Due Calcutta about
"ARRATON APCAR"	9th Sept.	12th Oct.
"TOLA"	1st Oct.	12th Oct.

SHANGHAI, KORE AND YOKOHAMA.

S.S.	Leave Hong-kong about	Due Yokohama about
"KHIWA"	25th Sept.	9th October

Wireless on all steamers.
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MACLENNON, MACLENNON & CO., Agents.
22, Des Vaux Road Central, HONGKONG.OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

For Freight and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

Taking Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA. In conjunction with the
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For JAVA PORTS.

For JAPAN PORTS.

HOKUTO MARU

on 9th Sept.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.



OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP	Monthly direct service via Singapore and Port Said.
ALTAI MARU	Thursday, 11th September.
ALASKA MARU	Saturday, 20th September.
SENDAI & BOMBAY	Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.
SUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE.	
TACOMA MARU	Monday, 18th September.
BOMBAY COLOMBO	Regular fortnightly service via Singapore.
BURMA MARU	Wednesday, 10th September.
SIAM MARU	Wednesday, 26th September.
SAIGON, BANGKOK, SINGAPORE	Regular monthly service.
SHISEN MARU	Saturday, 6th September.
SYDNEY, MELBOURNE	Monthly service calling at AUSTRALIA, NZ, and ADELAIDE.
LUZON MARU	Beginning of October.
VICTORIA, VANCOUVER, SEATTLE, TACOMA.	
CHICAGO MARU	Monthly fortnightly service, taking cargo on through Bills of Lading with transshipment at OREGON and PORTLAND U.S. in connection with Chicago, Milwaukee and St. Paul Railway.
MANILA MARU	Tuesday, 30th September.
JAPAN PORTS	
SAIGON MARU	Tuesday, 23rd September.
INDUS MARU	Monday, 29th September.
ARELUNG, TAKAO VIA SWATOW, AMOY.	
SOSHU MARU	These steamers have excellent accommodation for third and class Saloon Passengers and will arrive and depart from the O.S.K. WHARF, near the Harbour Office.
For TAKAO via SWATOW and AMOY.	
SOSHU MARU	Thursday, 11th September, at 9 a.m.
For KEELUNG via SWATOW and AMOY.	
KAIJO MARU	Sunday, 7th September, at 10 a.m.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
No. 1, Queen's Building.
Tel. No. 744 & 745.

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TIENTSIN, NORTH CHINA.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	SO SAIL
SHANGHAI	SHANTUNG	Sept. 7, Daylight.
SHANGHAI	SUNSHINE	Sept. 8, Daylight.
SHANGHAI	TEAN	Sept. 9, Daylight.
SWATOW & BANGKOK	KANCHOW	Sept. 9, at 11 a.m.
MANILA, CEBU & HONOLULU	TAKING	Sept. 9, at 3 p.m.
SHANGHAI & TIENTSIN	YINCHOW	Sept. 10, Daylight.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation, amplitudes, Electric Light and Fun in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	STEAMERS	SO SAIL
TIENTSIN via WEIHAIWEI	CHIPSING	TUESDAY, Sept. 9, Daylight.
STRAITS & CALCUTTA	NAMSANG	TUESDAY, Sept. 9, at 3 p.m.
SHANGHAI	WOSANG	THURSDAY, Sept. 11, Daylight.
MANILA	YUEN SANG	FRIDAY, Sept. 12, at 1 p.m.
SHANGHAI	KWONGSANG	SUNDAY, Sept. 14, Daylight.
KOBE	CHAKSANG	WEDDAY, Sept. 17, at 5 p.m.
MANILA	LOONGSANG	FRIDAY, Sept. 19, at 3 p.m.

CALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang. Steamers from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Tientsin. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fun and carry a fully staffed kitchen.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from Hongkong on Fridays.

BAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Saigon when indicated on chart.

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For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"CITY OF SPOKANE" About September 22.

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"WEST MUNDAN" About November 18.

Through Bills of Lading issued to Overland Common Points.

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FAST AND LUXURIOUS MAIL STEAMERS.

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Steamers Tons Leave Hongkong.

*KOREA MARU 10,000 10th September.

*NIPPON MARU 11,000 25th September.

*TENYO MARU 22,000 2nd October.

*SHIBUYA MARU 20,000 11th October.

*HIBINO MARU 22,000 28th October.

*PERSIA MARU 9,000 10th November.

*From Yokohama. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, BALINO CRUZ, BALBOA.

CALLAO, ARIQA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong.

*ANYO MARU 18,500 Sept. 10th.

*SEITO MARU 14,000 Nov. 4th.

*KIYO MARU 17,200 Jan. 8th.

*Tons are interchangeable with the Canadian Pacific Ocean Services, Ltd.

and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

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(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

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will be despatched on the 26th September to—

SINGAPORE, PENANG and BELAWAN DELI.

This vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to—

JAVA-CHINA-JAPAN LIJN.

Agents.

Telephone No. 1574.

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SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (*Mojji) Kobe & Yokohama)

STEAMERS

FROM HONGKONG TO VANCOUVER

Empress of Asia Oct. 3 Oct. 20

Empress of Japan Oct. 13 Nov. 5

Monteagle Oct. 19 Nov. 12

Empress of Russia Oct. 30 Nov. 17

Empress of Asia Nov. 27 Dec. 15

Empress of Japan Dec. 10 Dec. 31

Empress of Russia Dec. 25 Jan. 12

Monteagle Jan. 1 Jan. 25

*Owing to Japanese Quarantine Regulations "Empress of Russia", 4th September will not call at Shanghai.

Passage Rates Hongkong to United Kingdom.

Empress of Russia Gold 6,000 Tons Reg. Gold

18,200 Tons Reg. Gold 6,000 Tons Reg. Gold

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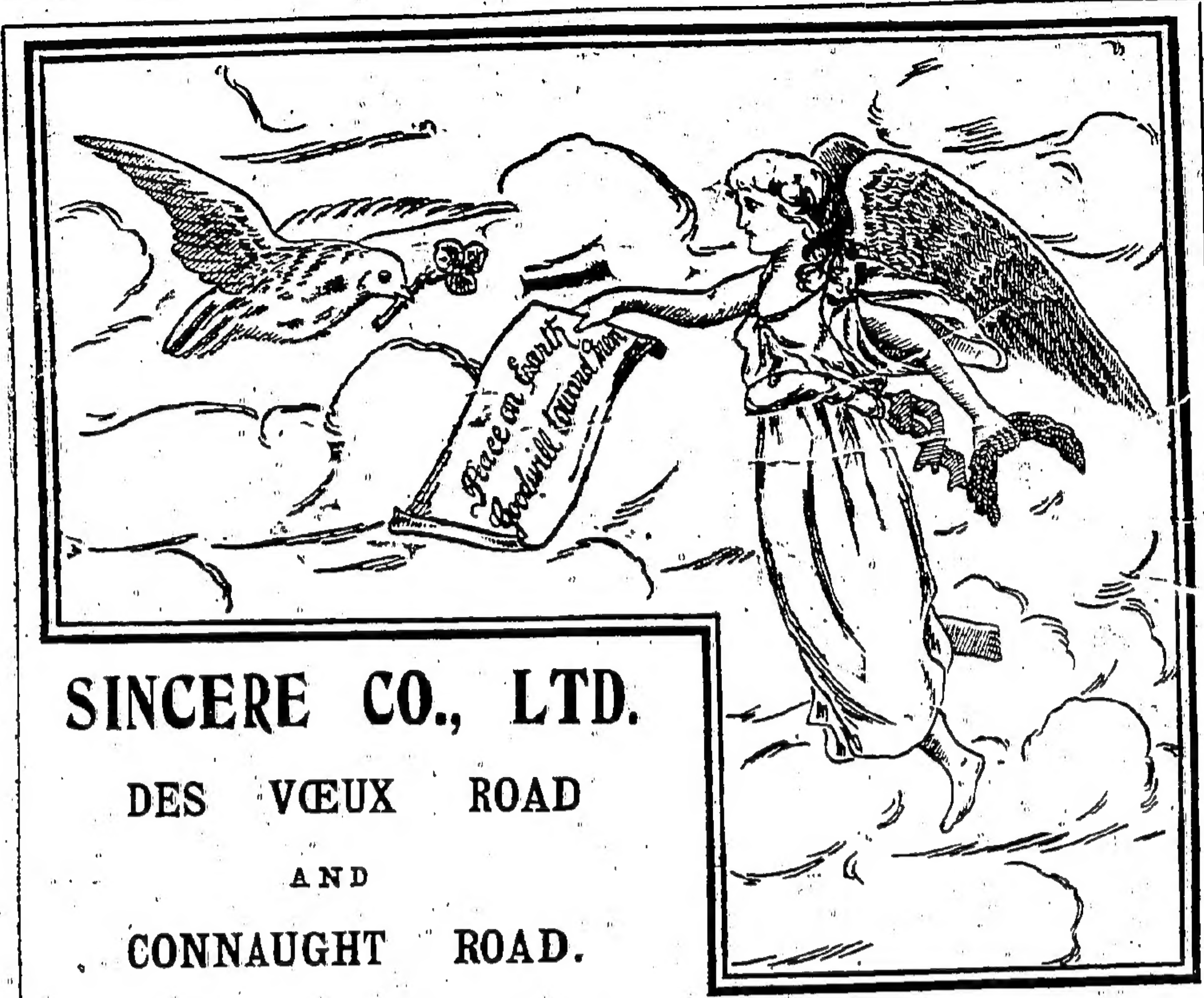
18,200 Tons Reg. Gold 6,000 Tons Reg. Gold

18,200 Tons Reg. Gold 6,000 Tons Reg. Gold

HONGKONG'S EMPORIUM.

WAR is over. PEACE is Signed. We are now receiving from EUROPE Regular Shipments of Goods of the best quality and Cheapest Prices.

GREAT
REDUCTIONS
OWING
TO
HIGH
EXCHANGE.



GREAT
REDUCTIONS
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TO
HIGH
EXCHANGE.

PROMPT AND EFFICIENT SERVICE GUARANTEED.
THE ONE PRICE STORE.

HOW MANY REALISE!!

What is costs in money, time, worry and anxiety, if wife, children or husband break down in health?

Big medical fees and possibly passage monies, hotel expenses, leaving your business in other hands. A thundering heavy bill to foot, to say nothing of the lessened vitality.

ELIMINATE SOME OF THESE RISKS.

We live in a motoring age. Motoring is a most healthful and enjoyable mode of recreation. The man who can afford a car and does not buy one is robbing himself of one of the best things of life. If he has a family his omission is worse.

You don't want any highly coloured statements about our cars. The Dragon Motor Car Company keeps the best kind, in the best garages.

These fearfully hot afternoons and evenings are banished when riding in a motor car. Take one of our cars for a run to Repulse Bay, or any other Bay, on the hottest afternoon or evening, and you don't know it's hot. We can do away with a lot of the hot weather for you.

Just look at the prices we are quoting now for our well-tried brand of new cars.

Don't dilly-dally waiting for the exchange to rise another penny. Fix it now. It might soon drop a shilling.

You can make any enquiries about any of our cars. New and second hand cars are available for your inspection.

You don't need a garage. We store and clean your car.

LOOK AT THESE PRICES!!

HUDSON SUPER SIX - \$4,500
(7 passenger)

CHANDLER - 4,250

ELGIN SIX - 2,600

OVERLAND, MODEL 90 - 2,000
(5 passenger)

Prices of Second-hand Motor Cars,
New Harley Davidson Motor Cycles
and all Accessories on application.

C. LAURITSEN,
Proprietor.

DRAGON MOTOR CAR Co. Tel. 482.

GOLOFINA

Havana Cigars.

Every Cigar Means a Satisfying Smoke
to the discriminating Consumer.

It is the most popular Smoke in Hongkong.



"PERFECTO"
Actual Size.

Sold in Two Sizes

"PERFECTOS"

&

"BOUQUETS"



"BOUQUET"
Actual Size.

Obtainable at all High Class Tobacconists.

LOCAL SHIPPING.
ENTERPRISE.BANKER AND CO.'S NEW
VESSEL.

To meet the growing demand for up-to-date passenger and cargo accommodation for the West River traffic, that enterprising firm, Messrs. Banker and Company, have recently had constructed a vessel which is calculated to meet the requirements of the most fastidious and well-thought-out utility as must create a big gap between her and the class of vessel to which we have been accustomed, as far as the West River trade is concerned. Messrs. Banker's new vessel, the "Kong Ning," is driven by an engine and may be said to be an ocean-going liner in miniature. Comfort for passengers appears to have been the dominating motive in the construction of the vessel down to the last detail. The upper deck contains a spacious bridge which can be easily closed in if required with Captain's cabin immediately aft. Next there is the first-class saloon for Europeans, which is beautifully appointed with oakwood fittings and elaborations. Leading this saloon are four state rooms, two on either side, each containing two berths. Here again the fittings are everything that could be desired to make travel comfortable. Instead of the old-fashioned upright washstand there is a dressing table, washstand and writing table combined, cleverly devised to perform each function at the same time. The appearance of a handsome piece of furniture. In these state rooms there are no upper berths, whereby a great inconvenience has been obviated and giving a more roomy appearance to the cabin. Surrounding the state rooms are two bath-rooms fitted with porcelain bath and flush closets. Accommodation for officers is also provided on this deck, where are also situated the pantry and kitchen. Further aft, a spacious promenade deck is provided with no obstructions in the way of stanchions and such like, which extends the whole width of the vessel. A comfortable card room is also provided. On the main upper deck is a fine saloon for first-class Chinese passengers with eight state rooms fitted up with equal consideration for comfort as those on the upper deck. Each contains two berths, which are both on the lower level. Bath-rooms, with porcelain baths and patent flush closets are also provided. Second and third class accommodation for Chinese shows the same thoughtfulness for comfort of the passengers; the berths being situated in light and airy quarters with separate apartments for men and women. The vessel is fitted with electric light throughout and another feature is the up-to-date manner in which the staircases from one deck to another have been arranged which are the same as on big steamers, being easy and comfortable to negotiate in rough weather. The "Kong Ning" is replete with every convenience that can be imagined and Messrs. Banker and Company are to be congratulated on their enterprise, which is deserving of every success.

The "Kong Ning" is 180 feet long and 32 foot beam. She is of composite construction, the "Kelson" and frame being of steel with teak hull, the superstructure being entirely of steel. She is fitted with two Scania crude oil internal combustion engines, manufactured in San Francisco, with air compressors for starting, of 450 h.p. and driving twin screws, giving a speed of about 10 1/2 knots. Independent engines are fitted for generating electric power which supply electric light and also power for the forward winch which latter is a new innovation. The vessel has a dead-weight carrying capacity of 800 tons with a draught of eight feet. The passenger accommodation is 995, including cabin passengers 24; upper deck passengers 263; main deck passenger 660; and crew 48. There is a spacious main deck for deck cargo, all enclosed, and three holds. The vessel complies with all the Board of Trade regulations as to lifeboats and other requirements.

The "Kong Ning" is ultimately intended for the West River traffic and her appointments have been specially designed to attract holiday-makers. The owners feel that many people who go to Japan and other neighbouring places for holiday purposes would not go so far afield were adequate accommodation provided for a quiet round trip from Hongkong to the West River ports and back. That the "Kong Ning" will meet a long felt want is assured. For the present, however, until conditions become more settled in the West River district, it is proposed to put the vessel on the Hongkong-Canton run.

Mrs. W. Chatham entered the Government Civil Hospital on Thursday afternoon for an operation.

POST OFFICE.

Telegraphic communication with Wagon Lighthouse is interrupted.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No official letter addressed to Adnan, Abwas or Mohammed in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Unione, Vienna, Trieste Padua, Venice and Balne in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces), and to Abyssinia, Bagdad, Freetown, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

SUNDAY, September 7.
Shanghai—Per YINGCHOW.

OUTWARD MAILS.

SUNDAY, September 7.
Macao—Per SUI AN, 8.30 a.m.
Shanghai and North China. Per SUI AN, 9 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAIJOMARU, 9 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt, Bombay and Aden—Per DUNERA, 9 a.m.

MONDAY, September 8.
Macao—Per SUI AN, 7.30 a.m.
Shanghai and North China. Per SUI AN, 8 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAIJOMARU, 8 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt, Bombay and Aden—Per DUNERA, 8 a.m.

TUESDAY, September 9.
Macao—Per SUI AN, 7.30 a.m.
Shanghai and North China. Per SUI AN, 8 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAIJOMARU, 8 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt, Bombay and Aden—Per DUNERA, 8 a.m.

WEDNESDAY, September 10.
Macao—Per SUI AN, 7.30 a.m.
Shanghai and North China. Per SUI AN, 8 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAIJOMARU, 8 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt, Bombay and Aden—Per DUNERA, 8 a.m.

THURSDAY, September 11.
Macao—Per SUI AN, 7.30 a.m.
Shanghai and North China. Per SUI AN, 8 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAIJOMARU, 8 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt, Bombay and Aden—Per DUNERA, 8 a.m.

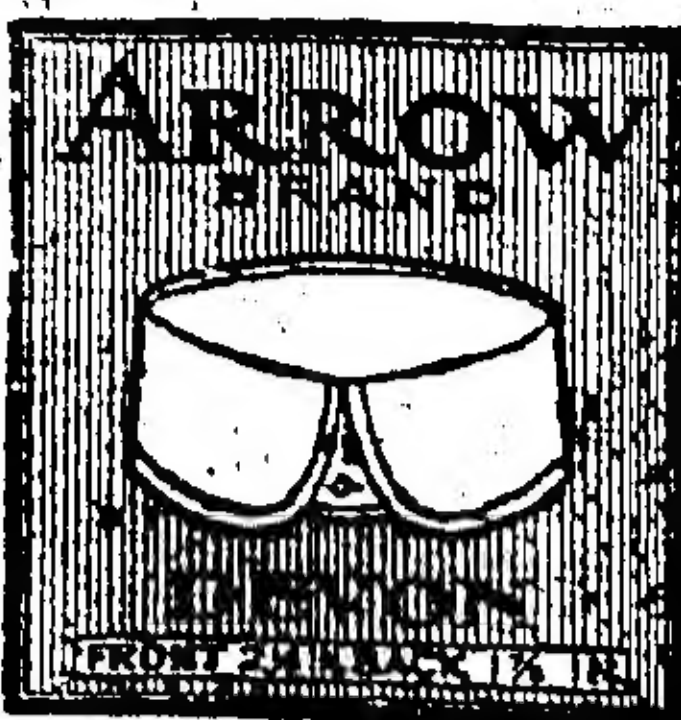
FRIDAY, September 12.
Macao—Per SUI AN, 7.30 a.m.
Shanghai and North China. Per SUI AN, 8 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAIJOMARU, 8 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt, Bombay and Aden—Per DUNERA, 8 a.m.

SATURDAY, September 13.
Macao—Per SUI AN, 7.30 a.m.
Shanghai and North China. Per SUI AN, 8 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAIJOMARU, 8 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt, Bombay and Aden—Per DUNERA, 8 a.m.

SUNDAY, September 14.
Macao—Per SUI AN, 7.30 a.m.
Shanghai and North China. Per SUI AN, 8 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAIJOMARU, 8 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt, Bombay and Aden—Per DUNERA, 8 a.m.

MONDAY, September 15.
Macao—Per SUI AN, 7.30 a.m.
Shanghai and North China. Per SUI AN, 8 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAIJOMARU, 8 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt, Bombay and Aden—Per DUNERA, 8 a.m.

NOTICES.



ALL GOODS CAREFULLY PACKED

FOR SHIPMENT—

NIKKO
JAPANESE
FINE ART CURIOS AND
PACKING CONTRACTOR.
HONGKONG HOTEL BUILDING.
Tel. No. 1258. All Goods Guaranteed.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE

How before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poisons, impurities, or other imperfections of the blood from whatever cause arising. No wonder it is lauded into the system than all poisons and penetrates to the minutest capillaries, overcoming and expelling disease, wherever and in whatever form met with, removing all unsightly patches, skin eruptions, and all glandular swellings, discharges, roughness and itching, humors, pains and swellings of the joints, discharges, blood poisons, eczema, hemorrhoids, bad legs, bad breasts, abscesses, skin wounds, sores, rotter of Derbyshire neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, it winsom, spasmodic cough, too often the precursor of consumption.

VETARZO BRAIN AND NERVE FOOD. See next insertion for full particulars.

Send stamped addressed envelope for Free Booklet, or P.O. 20 for Trial Bottle of either remedy to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled vendors may try to sell you something else but extra profit—do not succumb to it. Buy direct from having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTHS, OAK CHEMISTS.

WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING CUTLERY—3 1/2 6 1/4 2 1/2 3 1/4
KNIFE BOARDS
PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES
JOHN OAKLEY & SONS LIMITED
BLACK LEAD MILLS, LONDON

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON MILLS," LONDON.

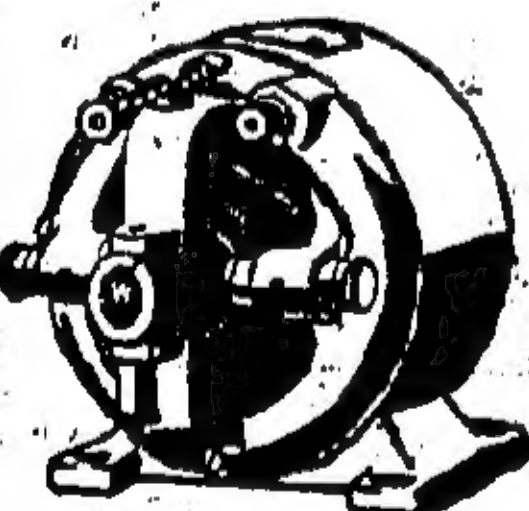
GERIN, DREVARD & CO.

HONGKONG, St. George's Building.
CANTON, Shameen.

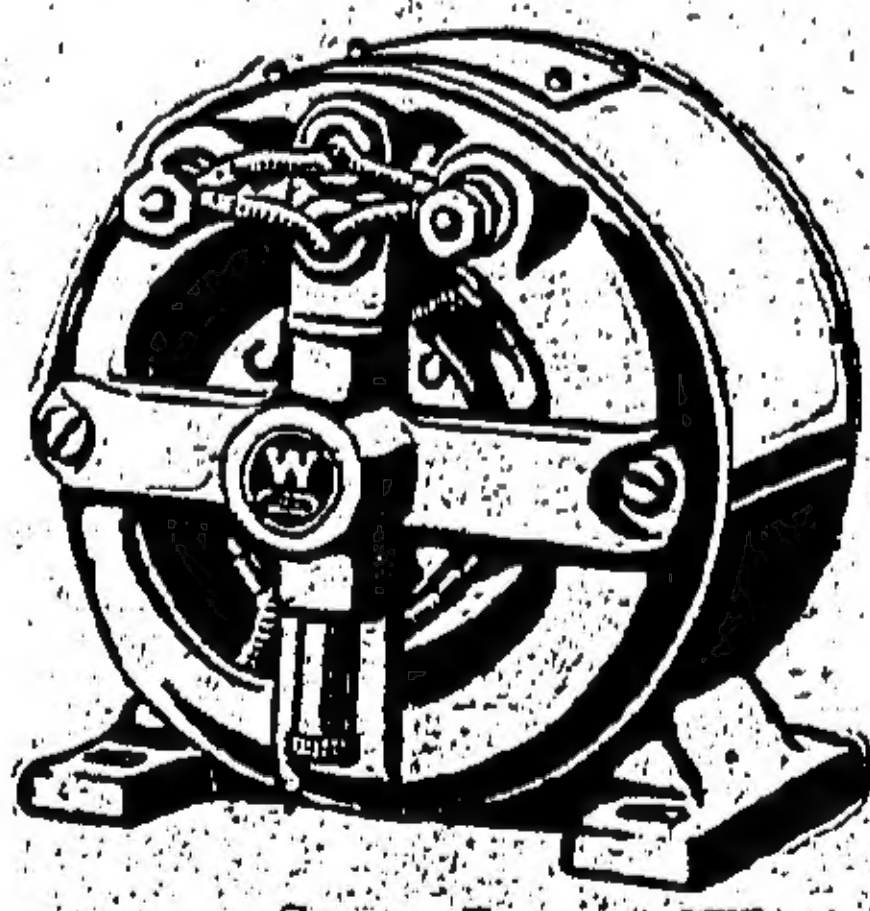
Tel. 114.
Tel. 1165.

REPRESENTATIVES IN
SOUTH CHINA

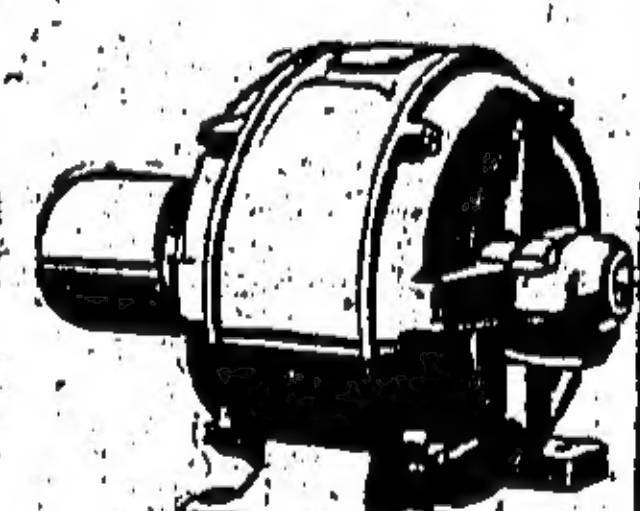
FOR

Westinghouse

D.C. GENERAL UTILITY
MOTOR
TYPE C.D.



SINGLE PHASE
A.C. GENERAL UTILITY MOTOR
TYPE C.A.



3 PHASE
A.C. GENERAL UTILITY MOTOR
TYPE C.S.A.

These General Utility Motors can be used to drive many small machines, such as Sign Flashers, Small Printing Presses, Blowers, Etc. Made in sizes ranging from 1/20 to 1 H.P.



LIST OF PASSENGERS.

DEPARTED.

September 5.

Per s.s. *Kamo Maru*, for Europe: Mr. E. Ross, Mr. W. R. Sampson, Mrs. Durig, Mr. and Mrs. G. Gilbert, Mr. C. H. Stoppel, Mr. Haines, Mr. J. D. Hazan, Mr. C. E. Rowan, Capt. S. J. Edward, Rev. J. Seward, Mrs. Pacheco, Masters Pacheco, Miss E. D. Edward, Mrs. P. E. Toliday, Mrs. Haines, Mr. A. H. Whitman, Mr. V. Mosley, Mr. Des K. Gmoroos, Mr. T. J. Mariani, Mr. M. Catala, Lieut. F. Sirvines, Mr. T. Vishindos, Mr. and Mrs. Jules Wagnon, Mrs. C. Victor Syme, Mr. E. Castor, Mr. Forouddian, Mr. P. G. Lobato, Mr. Julio Suza, Master Cabaco, Mr. and Mrs. A. D. Ball, Mr. and Mrs. V. C. Kano, Mrs. G. A. Chadwick, Master K. Chadwick, Mr. and Mrs. C. Dewing, Master K. D. Ashton, Mrs. M. E. Ashton, Master E. R. Kirk, Mr. Toliday, Capt. Polien, Miss Anna Kroun, Miss A. Albertina, Mrs. Broel, Mrs. Pohoski, Miss H. A. V. Leite, Mrs. Viana, Mr. J. Stevenson, Master J. E. V. Leite, Mr. Viana, Mr. A. David, Mr. T. Marmitah, Mr. W. W. Watson, Mr. Dafayer, Mr. J. Gringorian, Mr. S. Goulion, Mr. S. Tamejian, Mr. E. Fechner, Mr. Chemistolo, Mr. M. Gmalle, Mr. J. Cavazaki, Mr. Mottram, Mr. Louis Furuya, Mr. Pohoski, Mr. T. Stemper, Mr. L. Shapiro.

MOVEMENTS OF STEAMERS.

The Ben Line s.s. *Scythian* from Middlesbrough and London, left Singapore for this port on 3rd instant and may be expected to arrive here about 9th Sept.

The P. & O. s.s. *A.L. s.s. Dunera* left Shanghai for this port on the 3rd instant at a.m. and is due here on the 6th instant at about noon.

The P. & O. s.s. *Co's s.s. West Kango* sailed from Shanghai September 3, and will arrive at Hongkong on Saturday, September 6.

The C.P.O. s.s. *R.M.S. Montague* arrived at Yokohama on August 26, left there August 27, and is due at Vancouver on September 10.

The American & Manchurian Line s.s. *City of Florence* left New York on 11th July last and may be expected to arrive at Hongkong about the 15th September.

The Admiral Line's s.s. *City of Spokane* will arrive at Hongkong about September 18 from Seattle via usual Japan ports and Shanghai.

The N.Y.K. s.s. *Nikko Maru* (Australian Line) left Sydney for this port on the 2nd September, and is expected here on the 20th September.

The Admiral Line's s.s. *Orin* will arrive at Hongkong about September 30 from Seattle via usual Japan ports and Shanghai.

The N.Y.K. s.s. *Yokohama Maru* (European Line) left London for this port via Suez Canal on the 23rd August, and is expected here on the 1st October.

The Admiral Line's s.s. *Coast* will arrive at Hongkong about October 3 from Portland via usual ports.

ENTERTAINMENTS.

THE
Tel. No. 1743. **CORONET** Tel. No. 1743.
TO-NIGHT! TO-NIGHT!!
at 5.15 & 9.15 p.m.
METRO
PRESENTS
LIONEL BARRYMORE
IN
"HIS FATHER'S SON"
ETC., ETC.
Usual Prices. Booking at ROBINSON'S.

HONGKONG THEATRE.
Tel. 2511. Tel. 2511.
September 3, 4 & 5.
Showing:—The Great Victory Picture of America and her Allies.
"UNDER FOUR FLAGS"
7 PARTS.
Saturday 6th September.
See—Episodes 15 & 16 of
"THE MOON CHILD"
Booking at the THEATRE.

THE
VICTORIA THEATRE.
The Cinema House without a peer in Hongkong
To-morrow Night
PEARL WHITE
IN
"THE LIGHTNING RAIDER"
Episodes Three and Four. A New Species of Thrill.
Most Interesting Budget of World News.
Sunday's Matinee.
"STRANDED IN ARCADE"
A five part photoplay featuring
VERNON CASTLE
String Baid from *VENUSULA* in attendance.
Booking at ANDERSON'S.

MAXWELL CARS.

HAVE you changed from one motor car to another because the operating cost has been too high?
A Maxwell Motor Car stays out of the repair shop. It goes on and on. And yet its price is remarkably low. Why? We buy raw materials in great quantities. We build no engineering "kicks" into a Maxwell.
Our road engineers spend twelve months a year testing Maxwell Cars for weaknesses. They find the mistakes, if there are any, before they get into production. The mistakes are not passed on to you.
300,000 Maxwell Cars have been built on the original simple chassis design. Five years concentration on one good chassis design leads to perfection.
All uneven action is taken out of the Maxwell Car by our engineering department.
There are many other economies. These are your insurance against trouble and expense, when you operate a Maxwell Motor Car.

MAXWELL MOTOR CO., Inc.
OF DETROIT MICH.
John D. Williams & Company
Export Distributors
2 Rector Street, New York
Cable Address: "Liamum-New York"
More miles per gallon
More miles on tires

SILVA-NETTO & CO., Hongkong, China.
E. W. FRAZER & CO., 5 Rue de Paris, Tientsin, China.
THE SHANGHAI GARAGE CO., 4 Foochow Road, Shanghai, China.

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